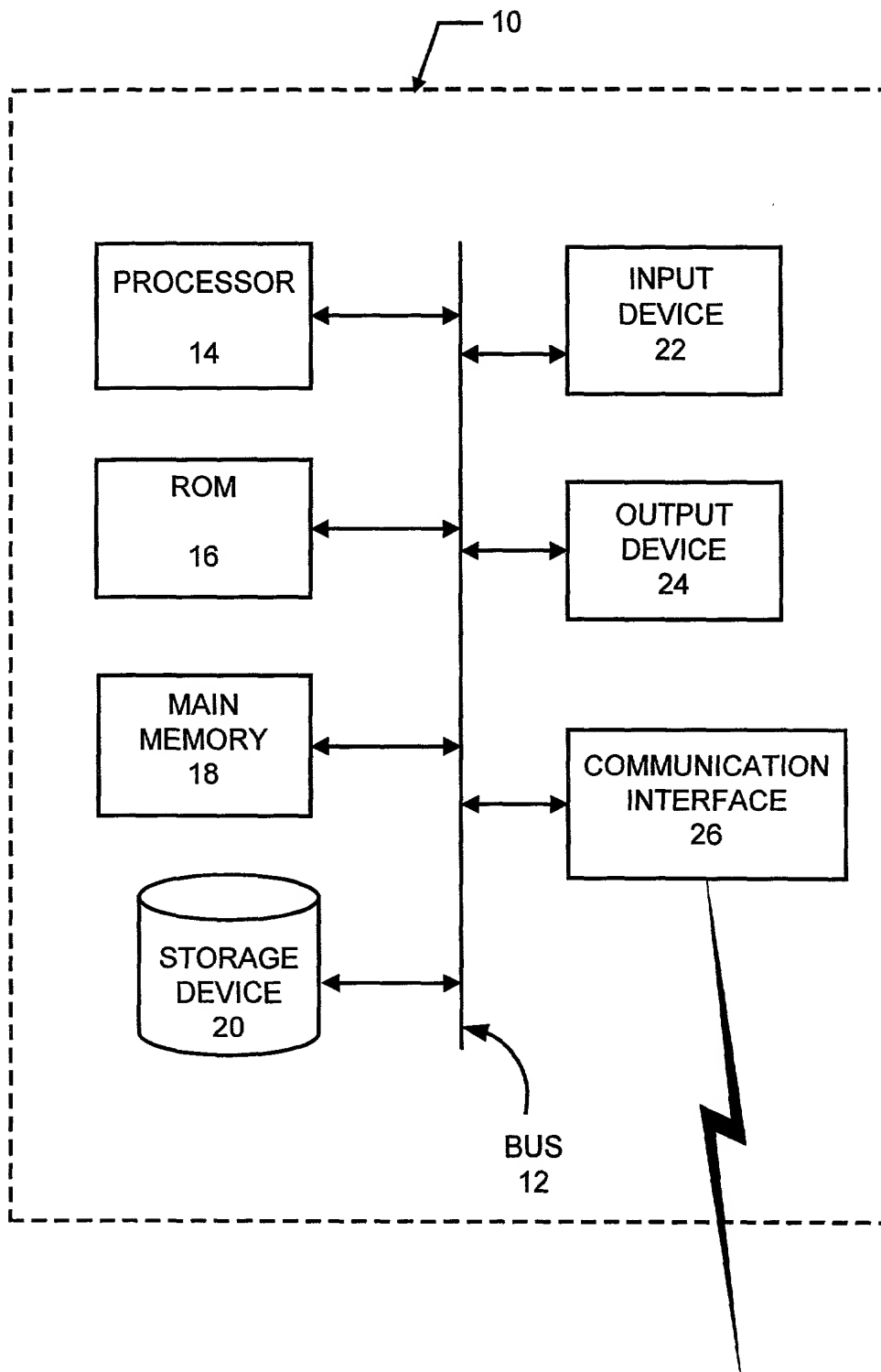


Fig. 1



**Fig. 2**

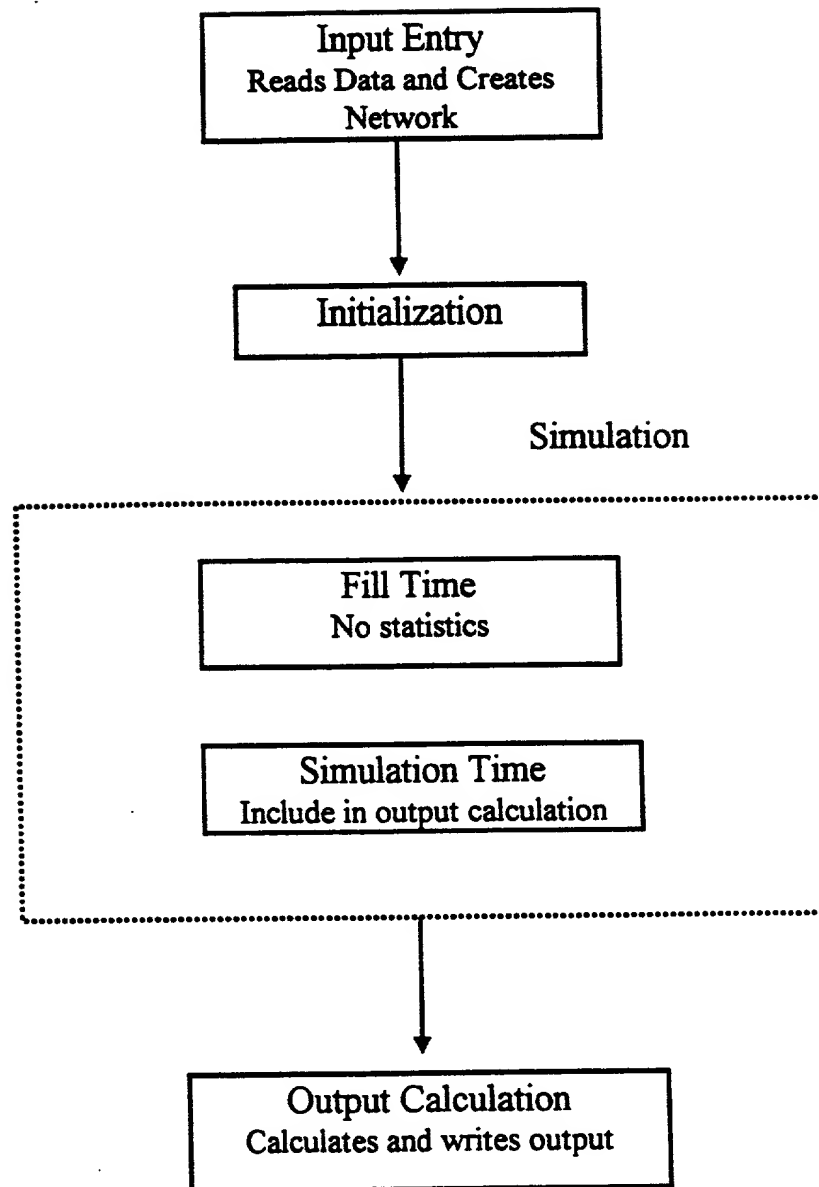


Fig. 3

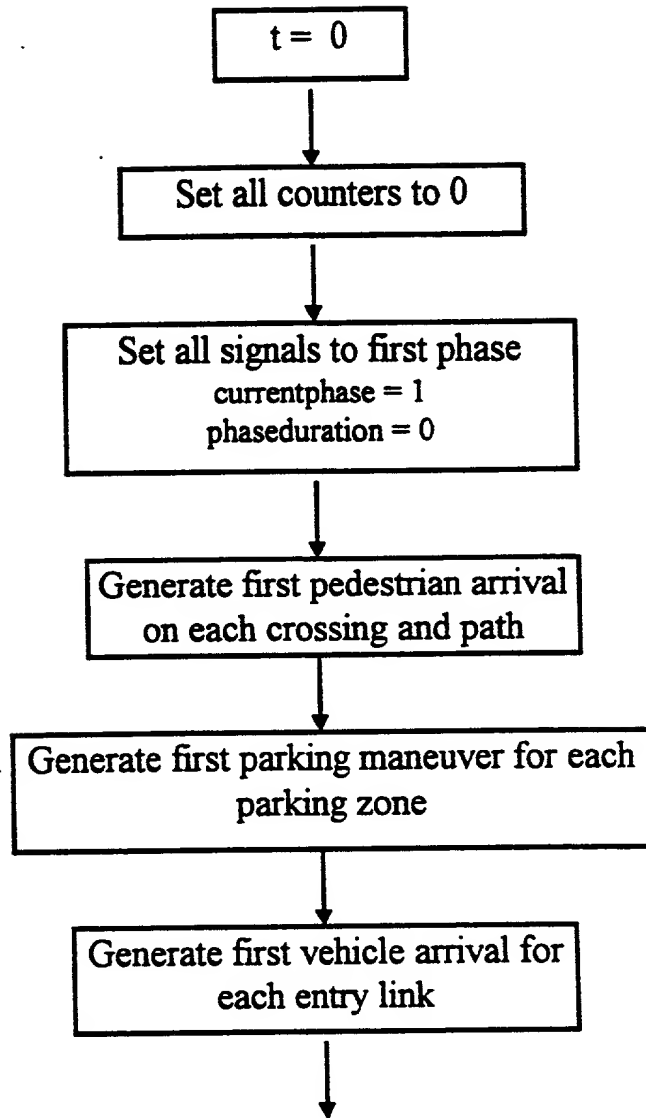
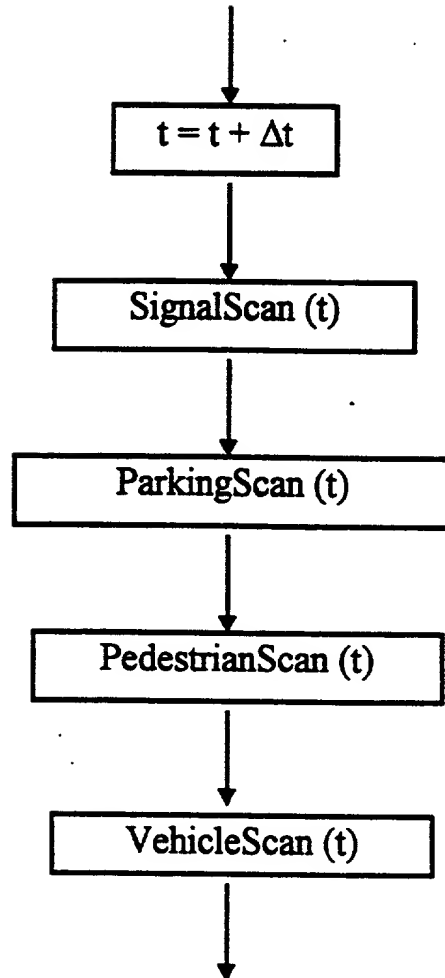


Fig. 4



*Fig. 5*

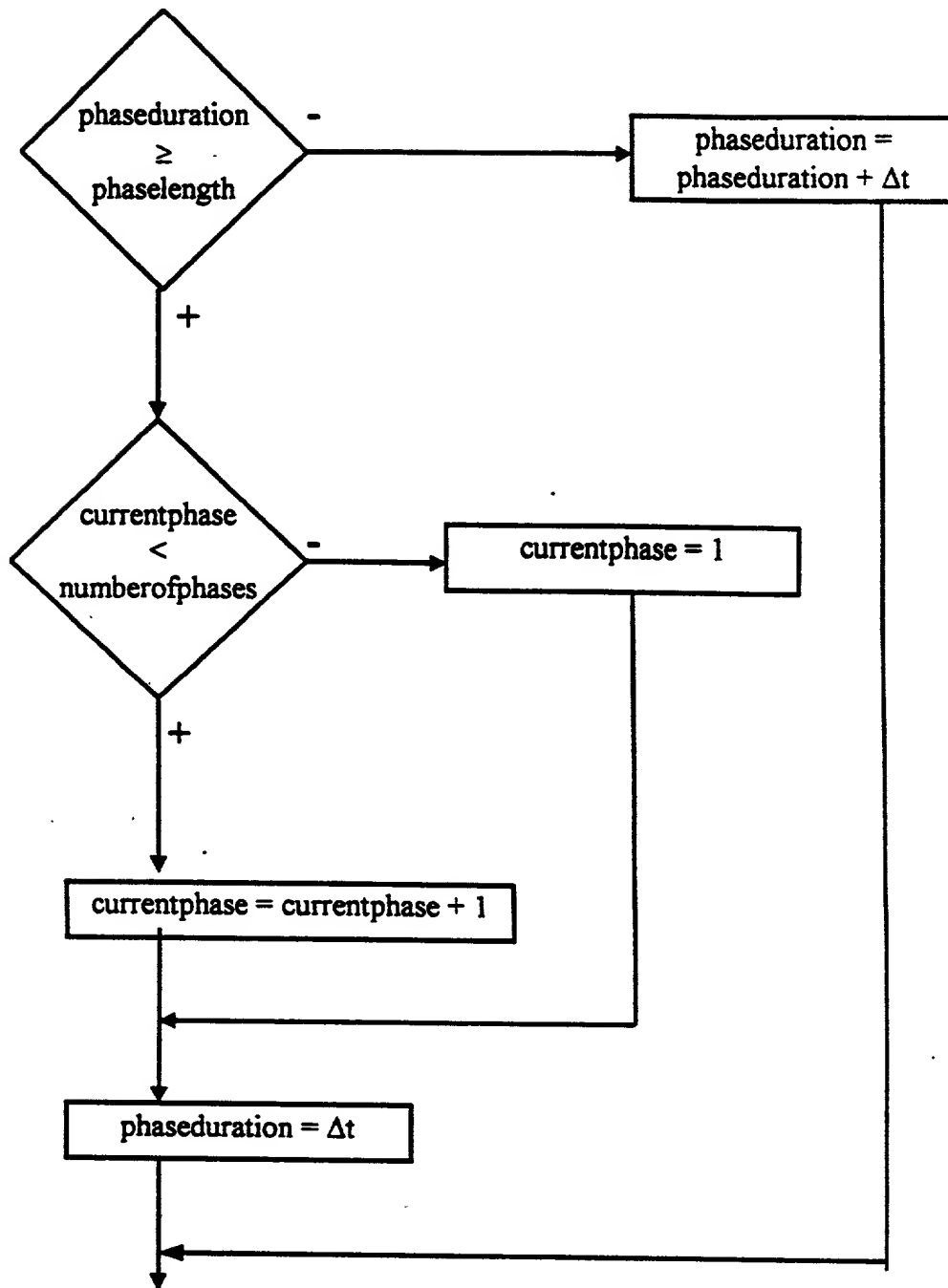


Fig. 6

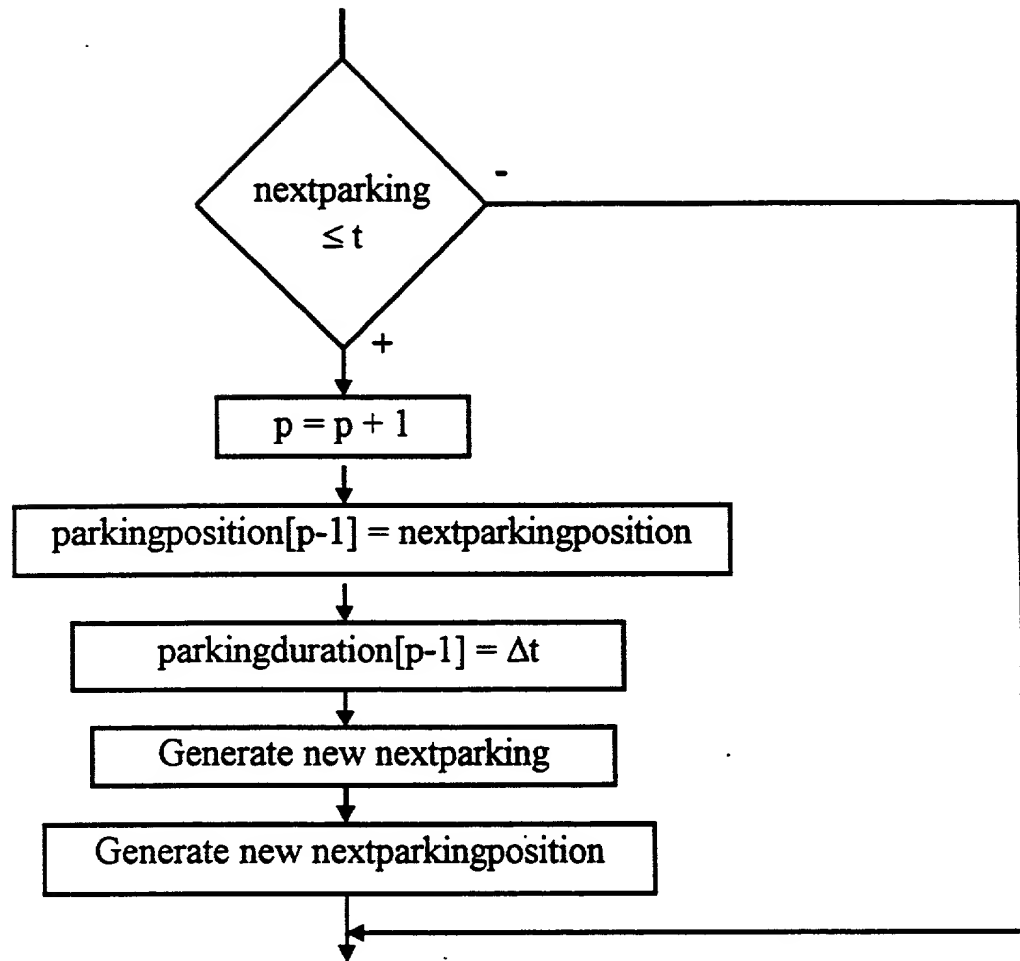


Fig. 7A

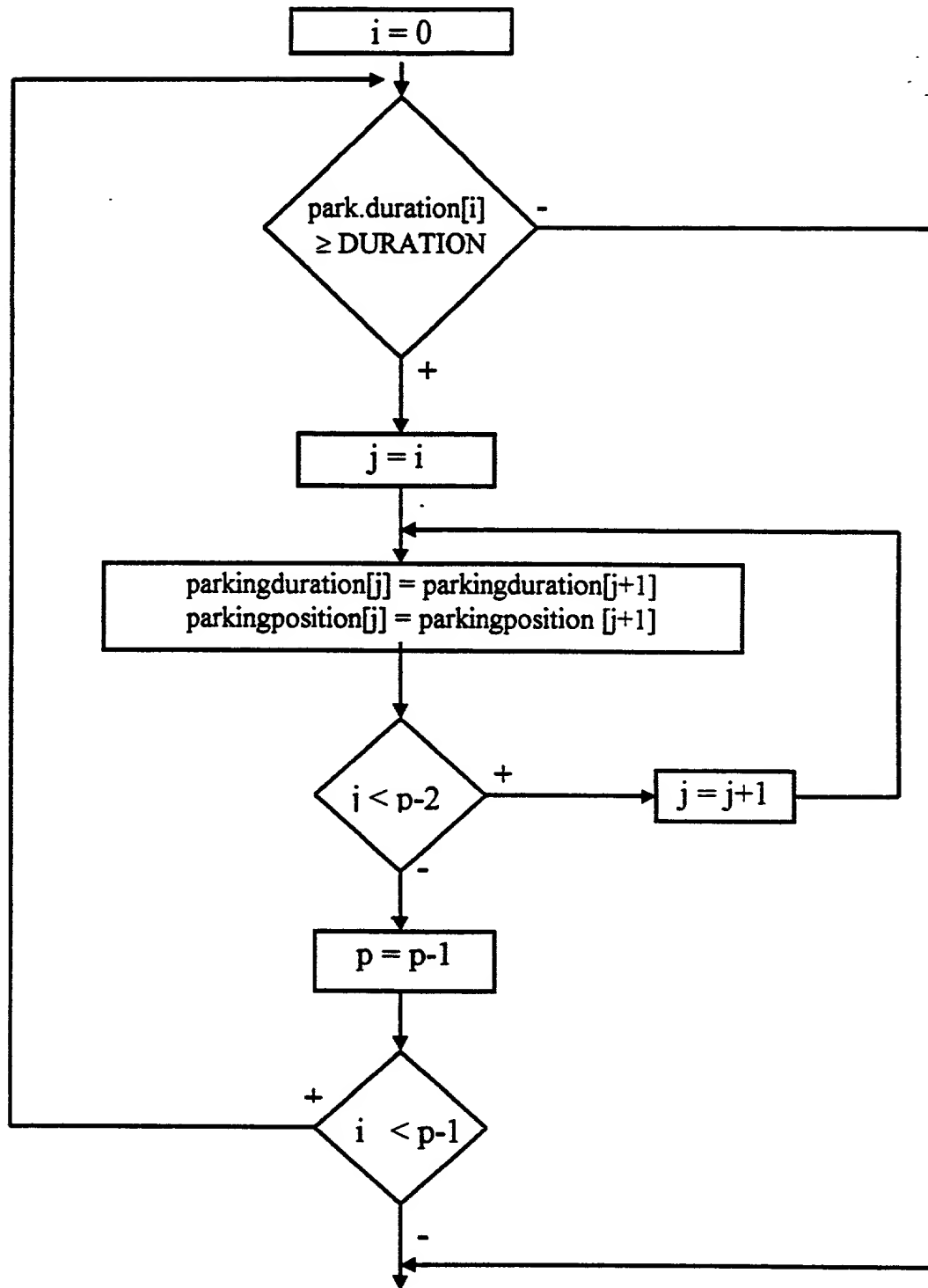


Fig. 7B



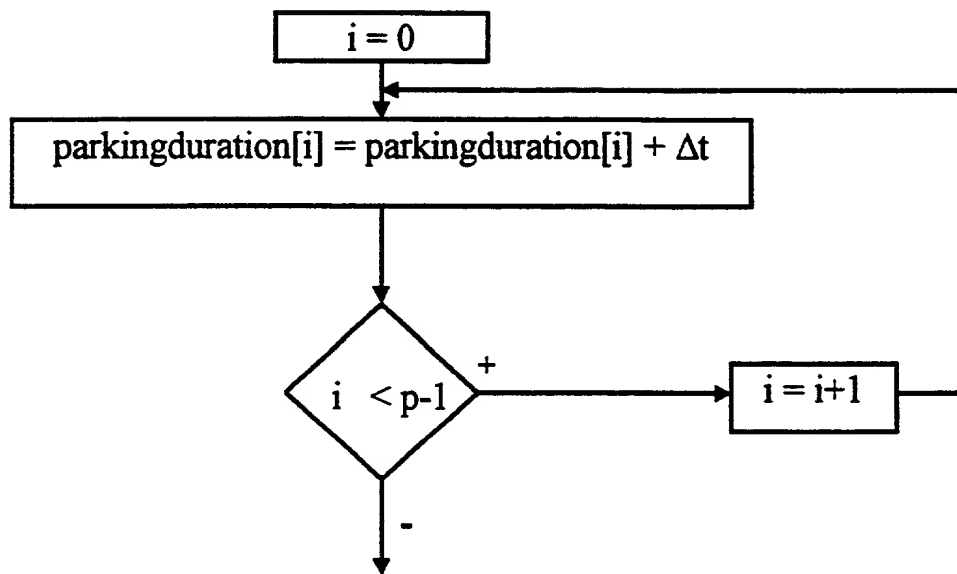


Fig. 7C

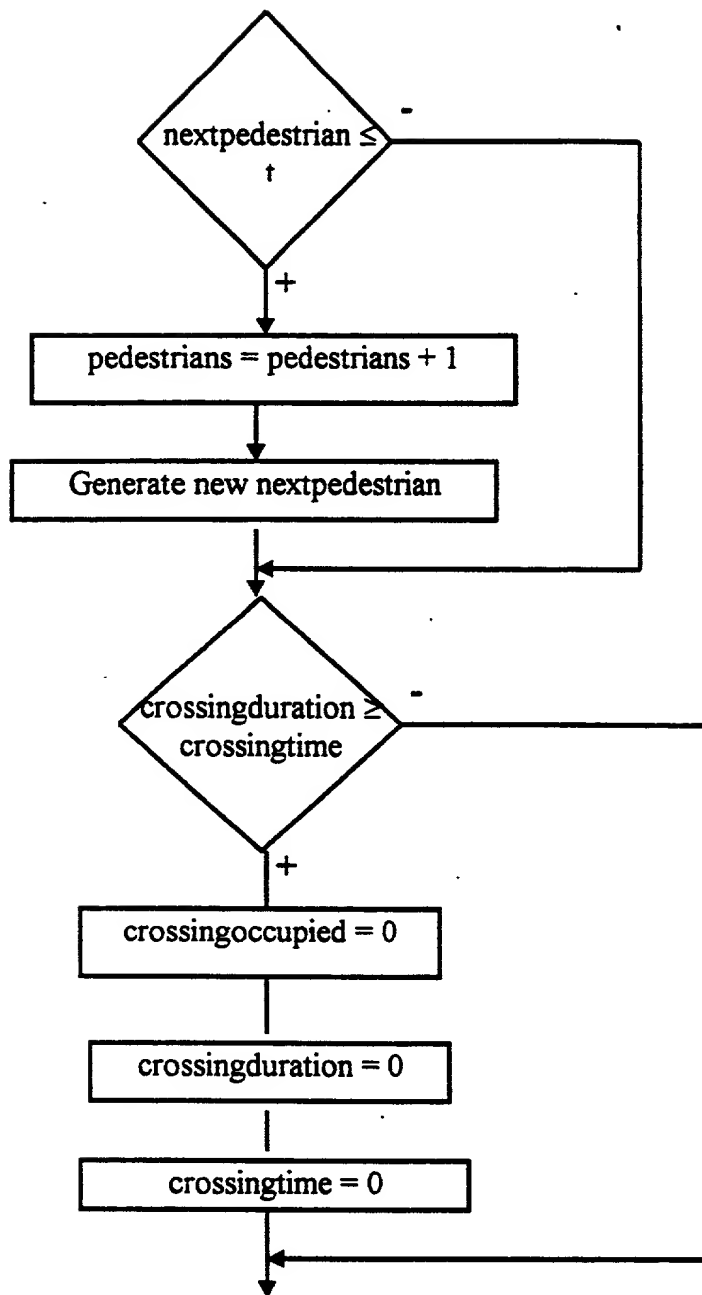


Fig. 8A

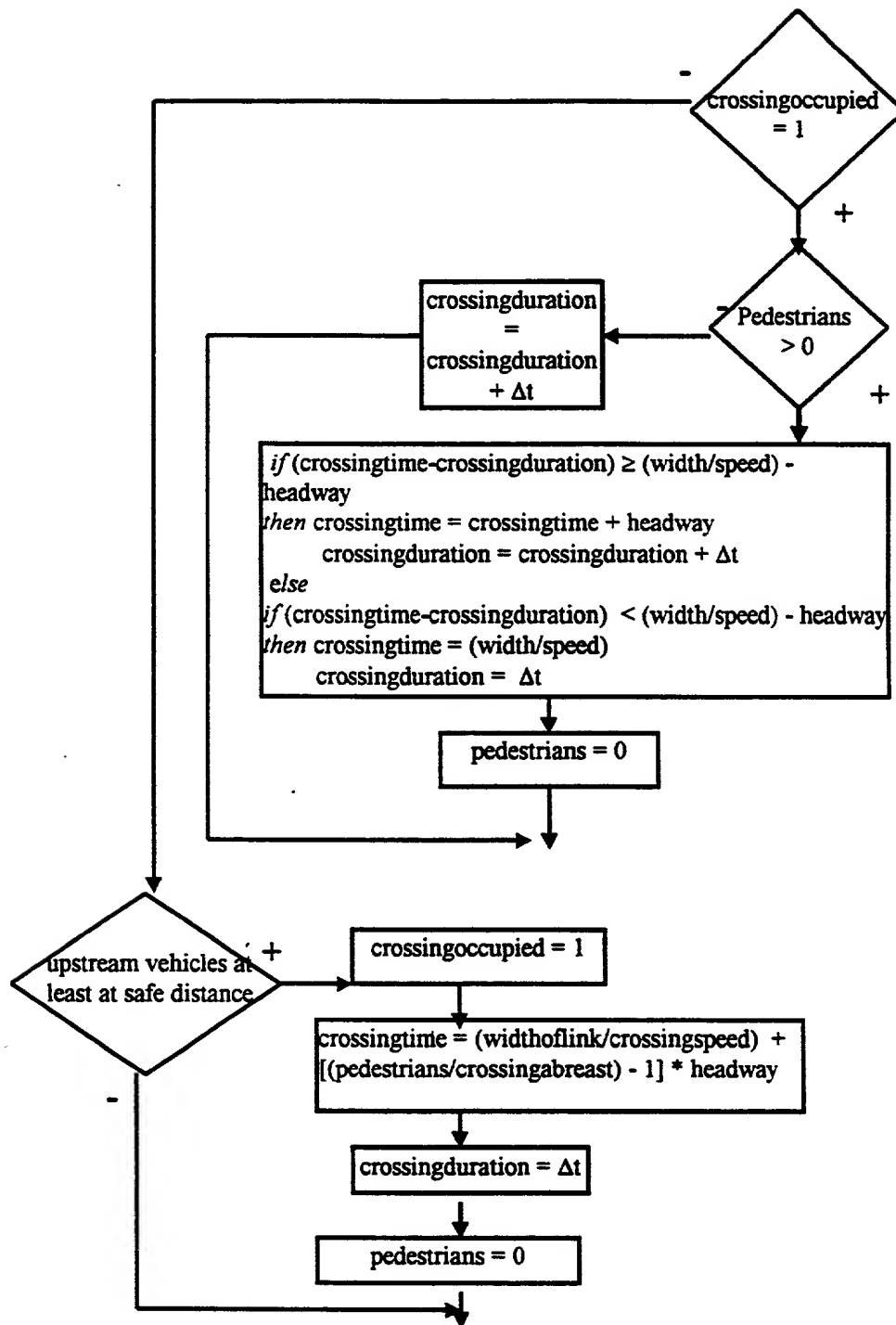


Fig. 8B

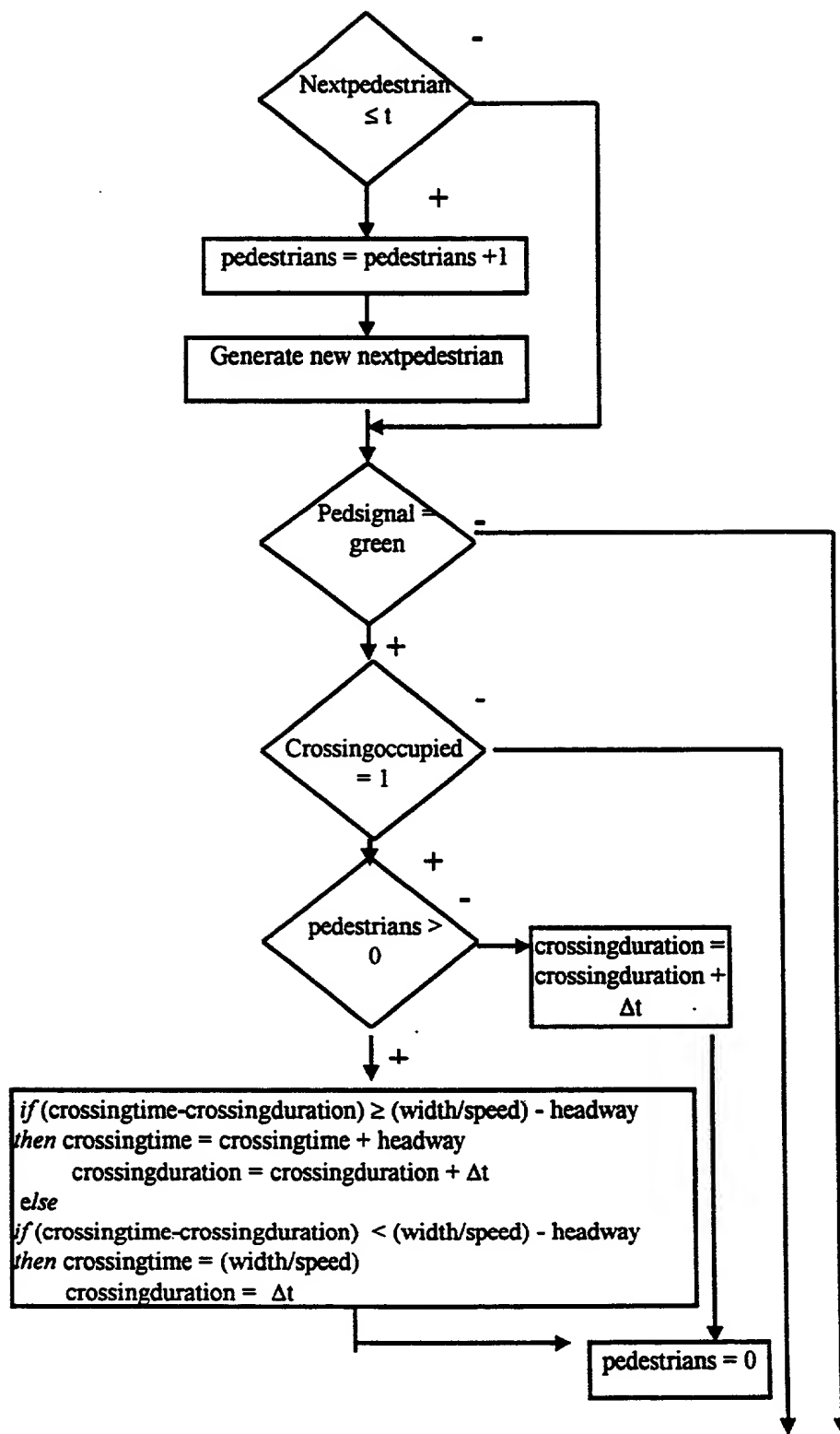


Fig. 8C

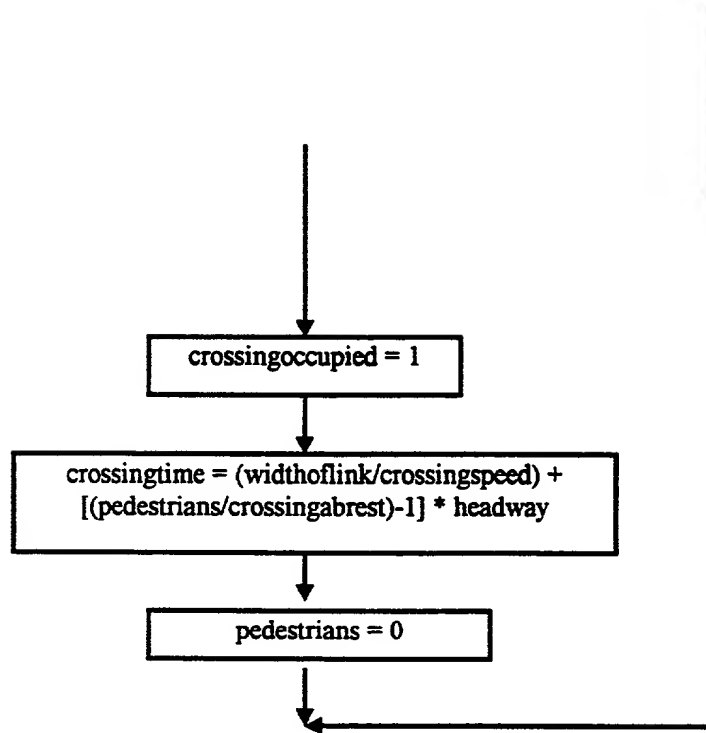


Fig. 8D

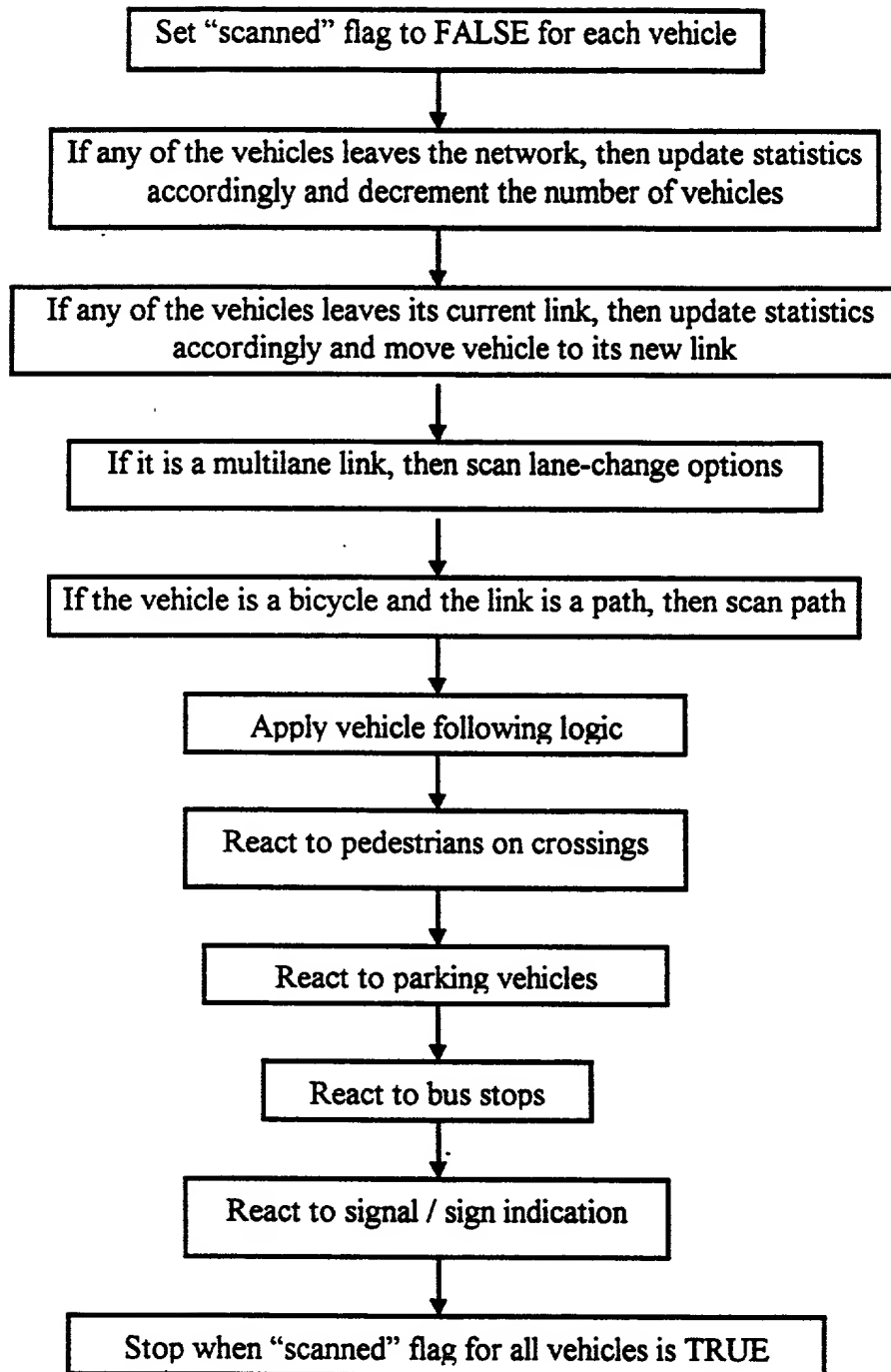


Fig. 9

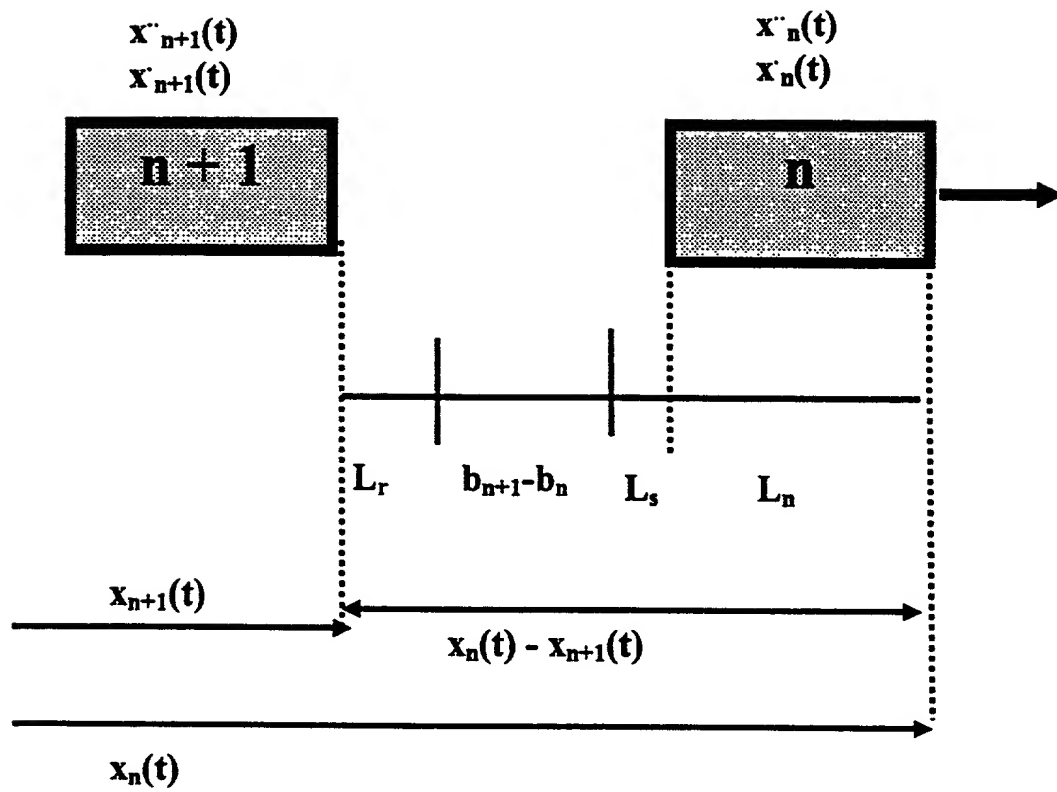


Fig. 10

THE CITY OF DELAWARE, BY AND THROUGH THE CITY ENGINEER, HAS CAUSED THIS MAP TO BE MADE, AND IT IS HEREBY CERTIFIED THAT IT IS A TRUE AND CORRECT REPRESENTATION OF THE FACTS AS STATED.

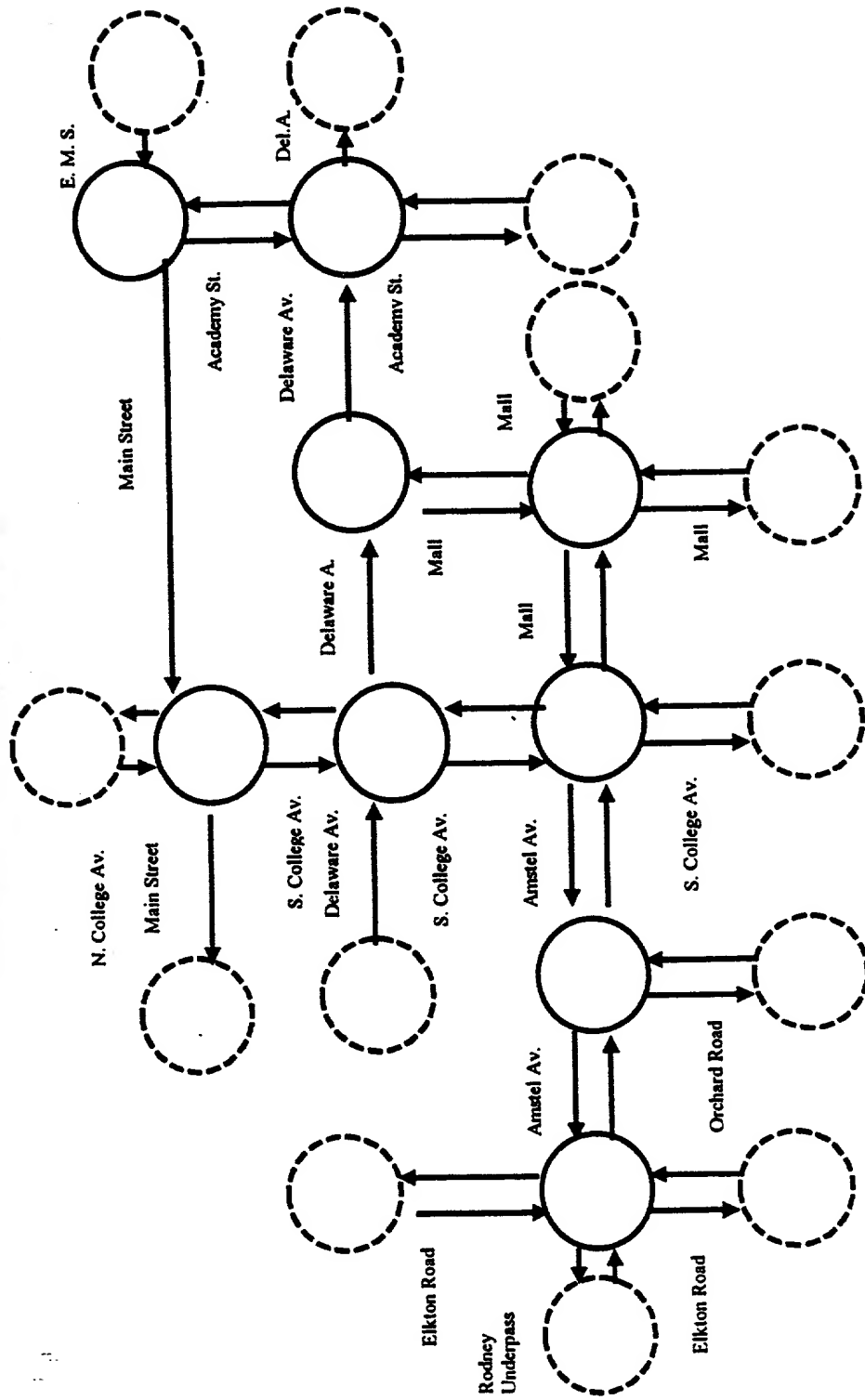


Fig. 11



Volume

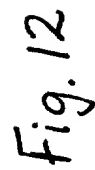


Fig. 12

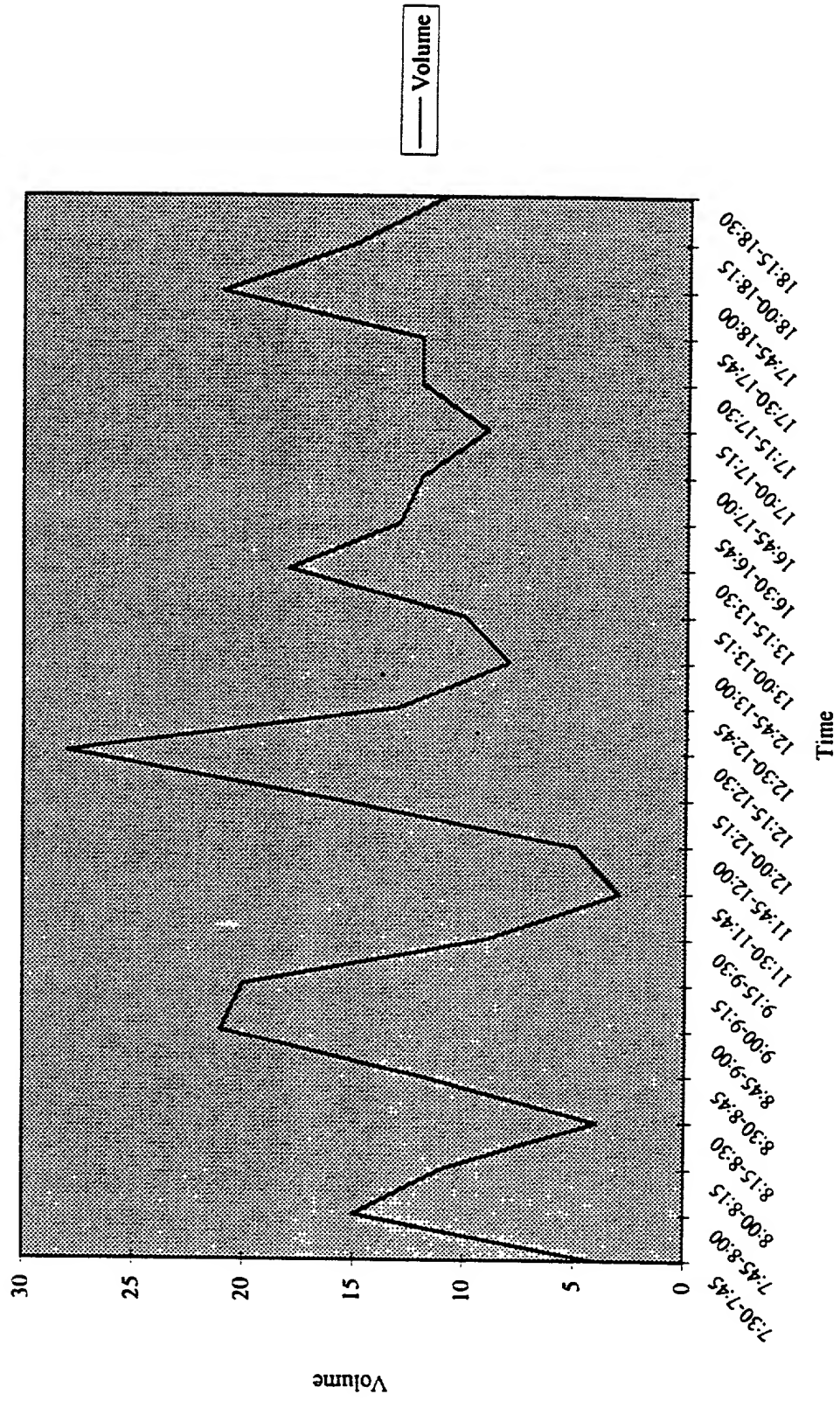


Fig. 13

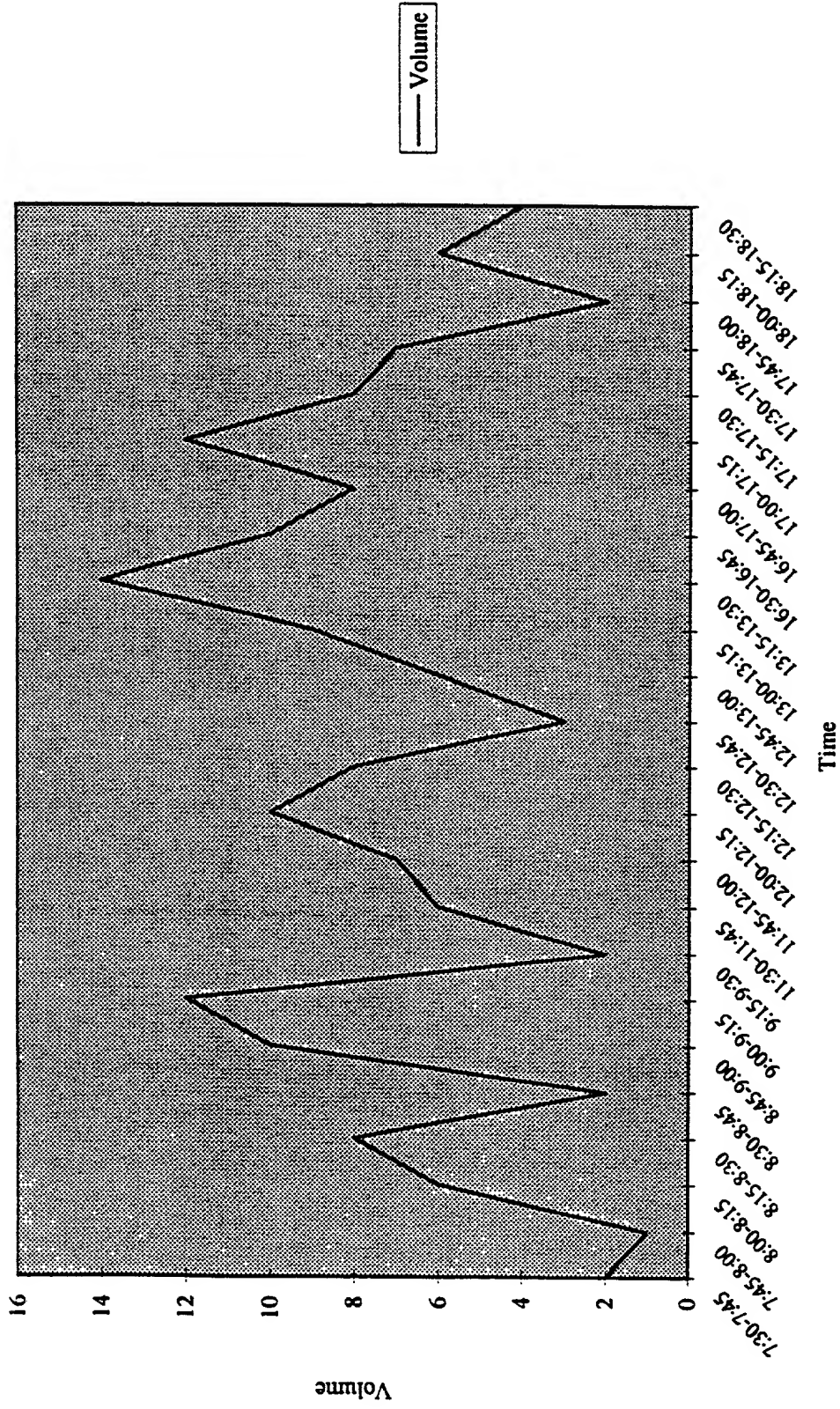
[illegible]

Fig. 14

2025-03-03 09:00:00

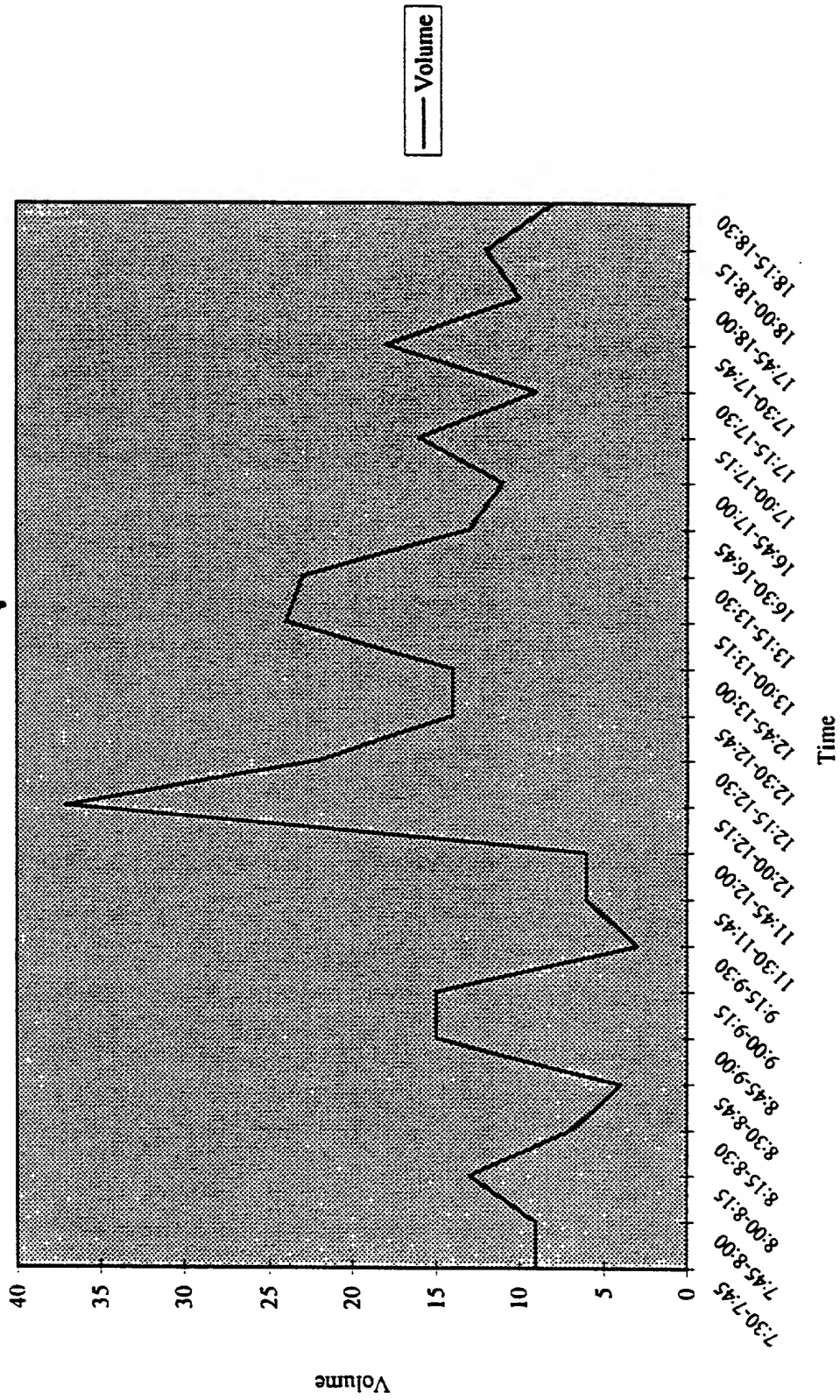


Fig. 15



700360 466666

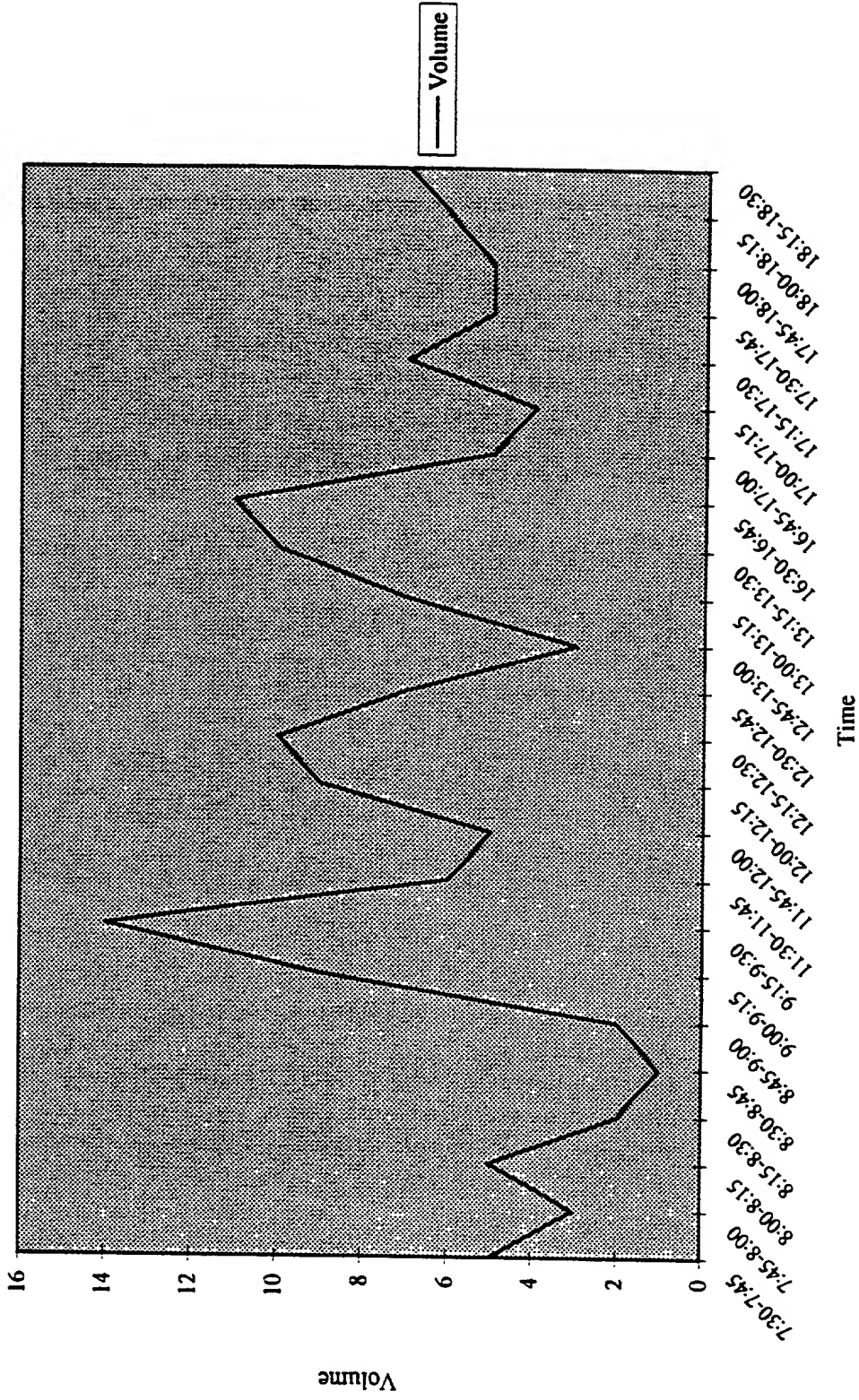


Fig. 16

Volume

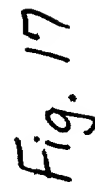


Fig. 17

109260" 51111111111111111111

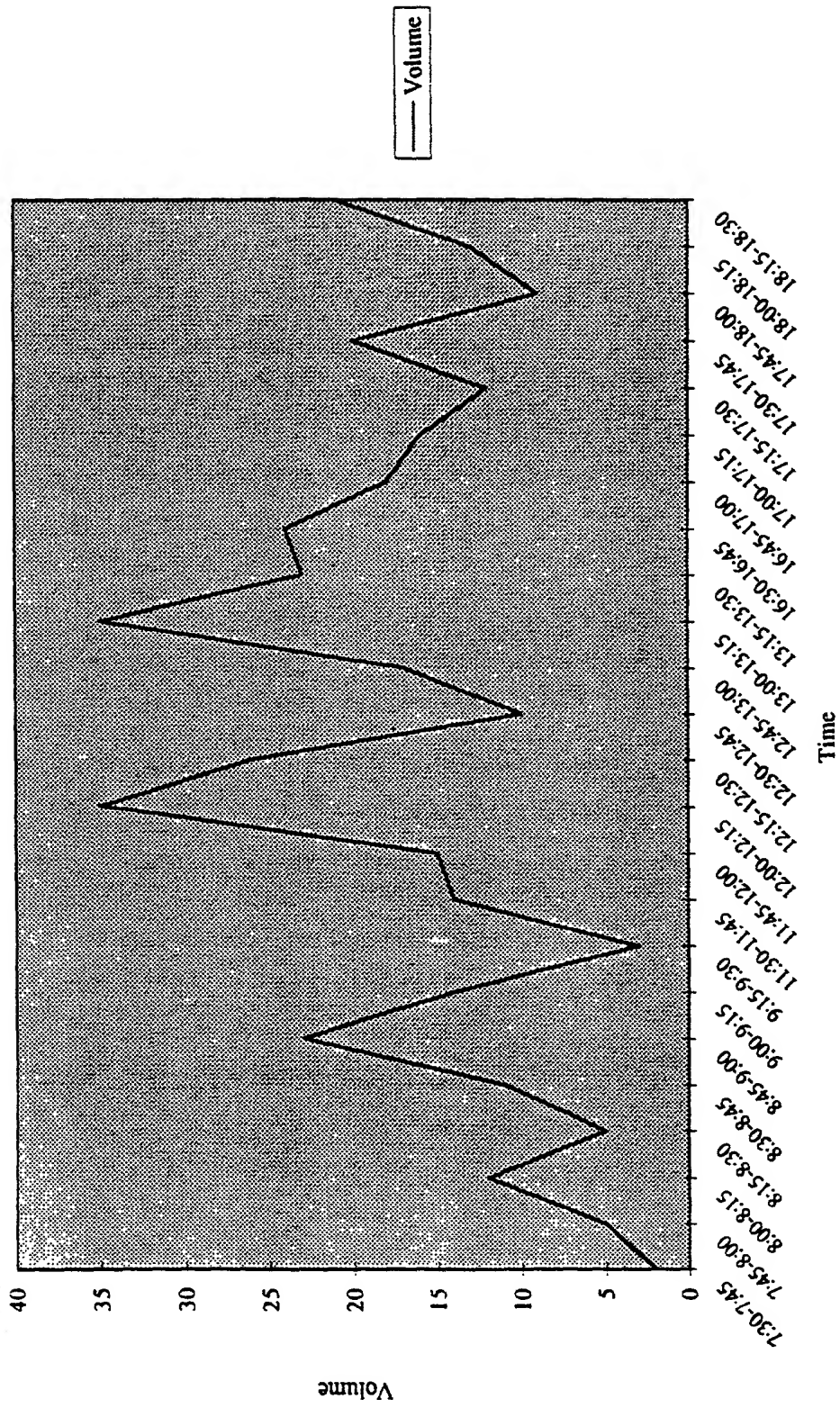
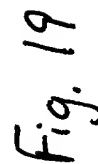


Fig. 18

Volume





703660" 53669660

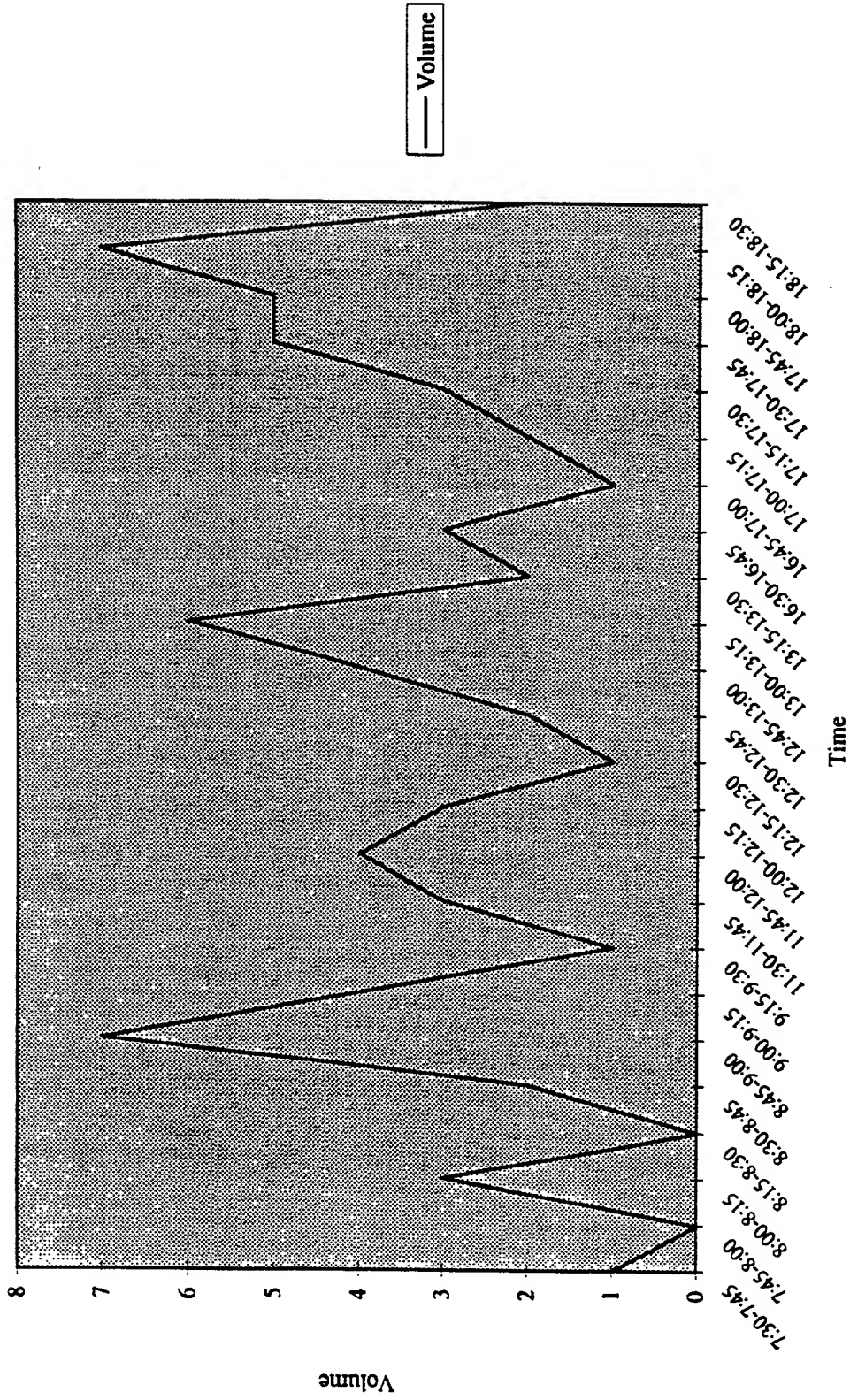


Fig. 20

T00360" 01009600

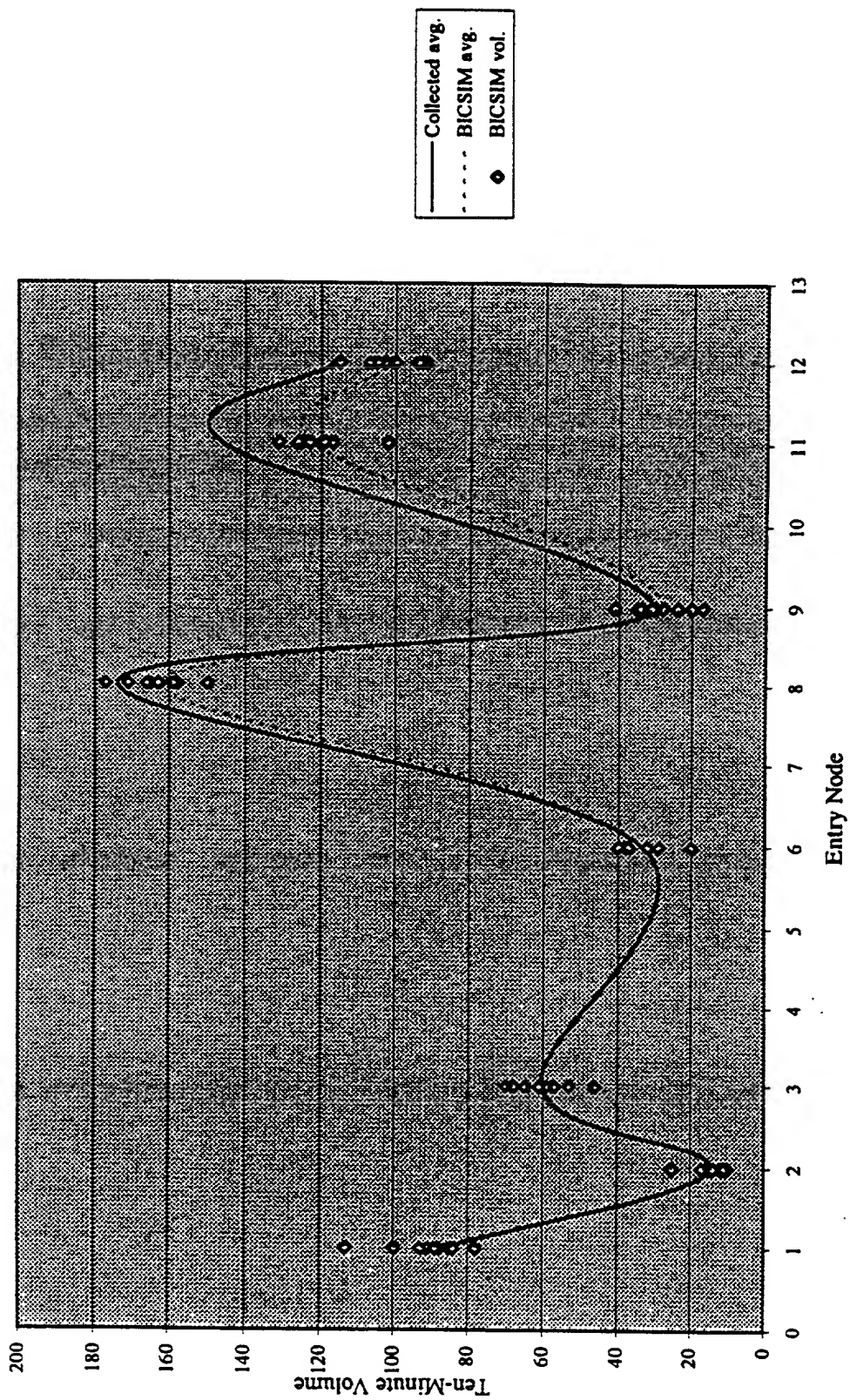


Fig. 21

TOP SECRET

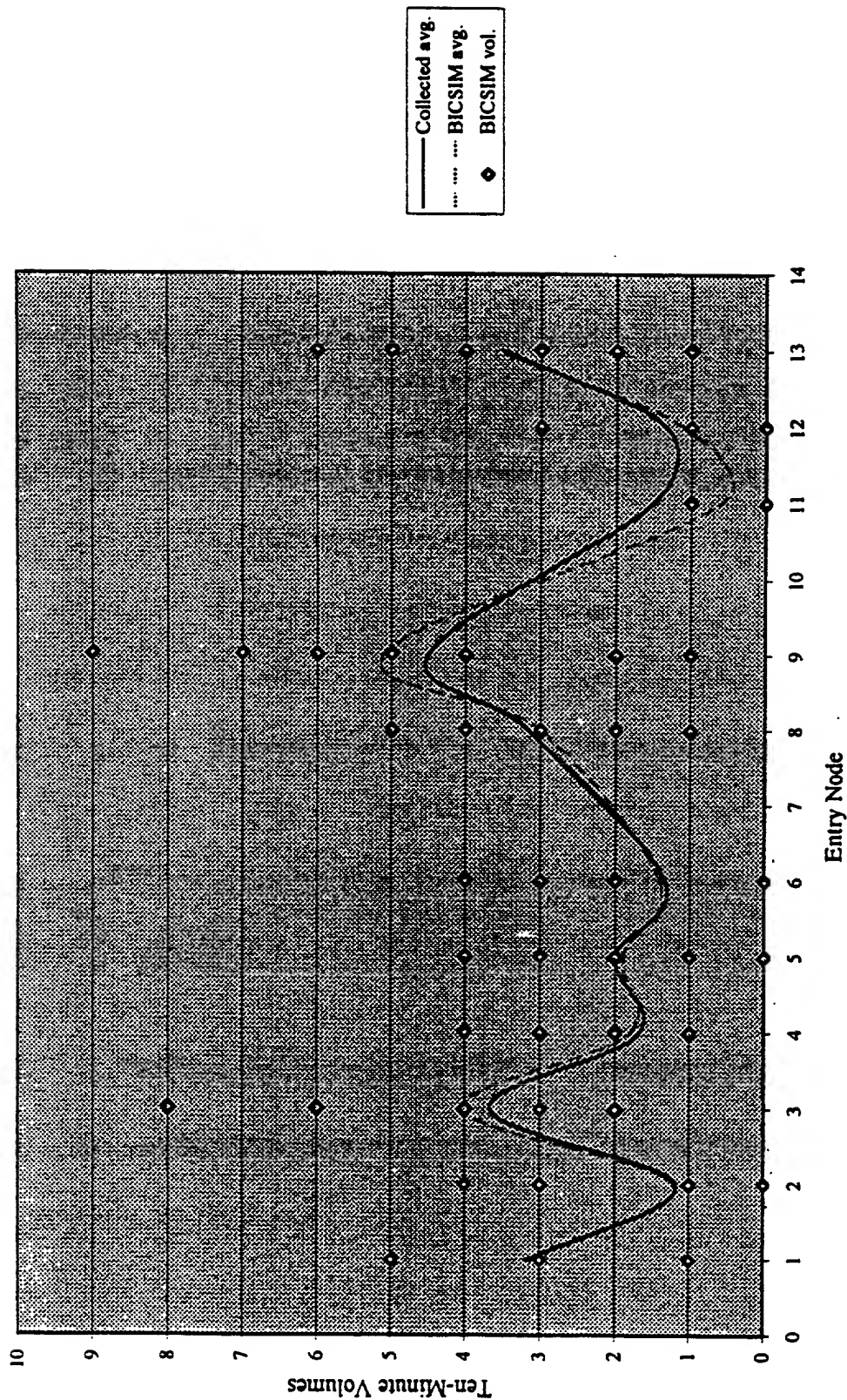


Fig. 22

103253" 00000000

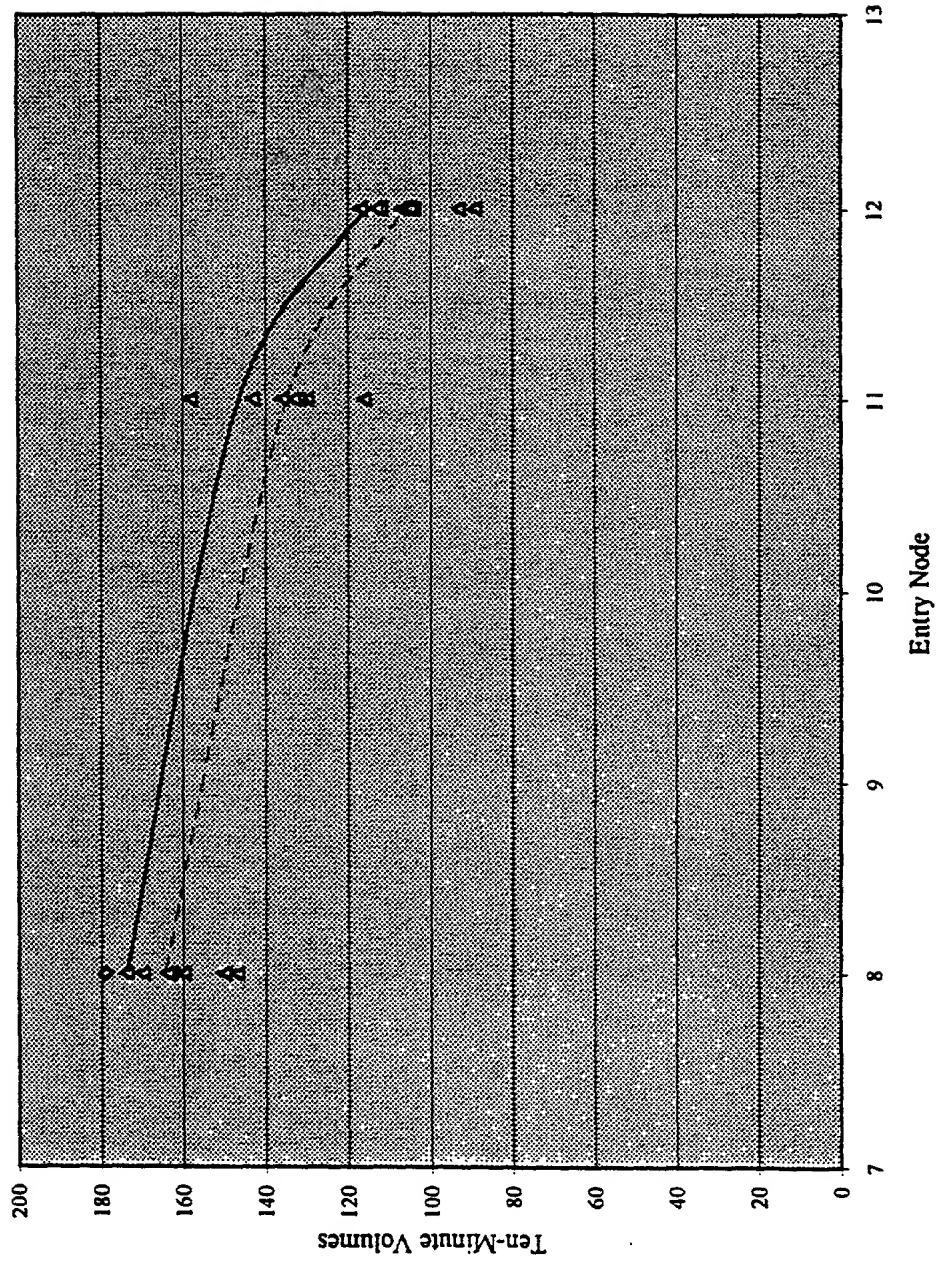


Fig. 23



TOP SECRET

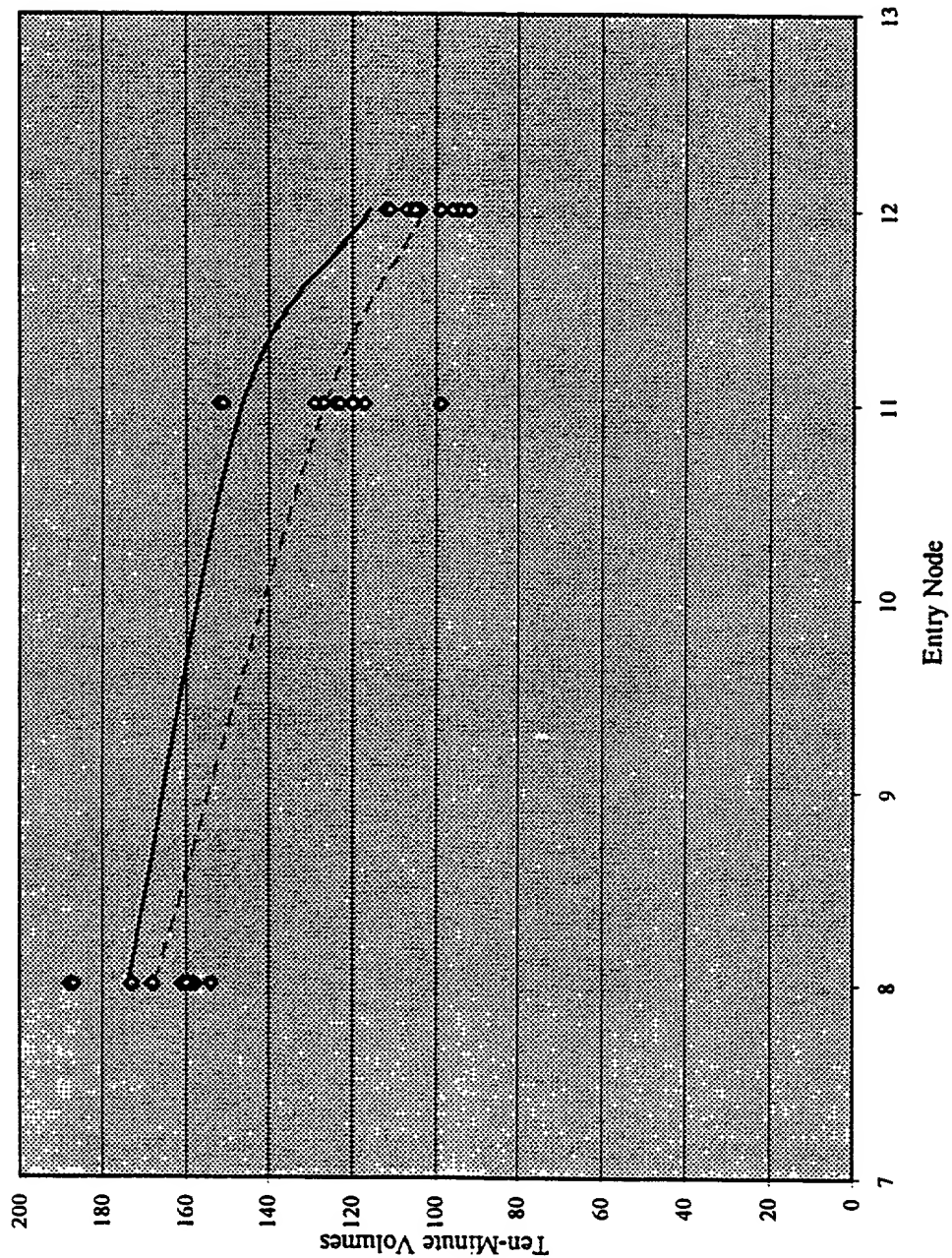


Fig. 24

TOP SECRET 00000000

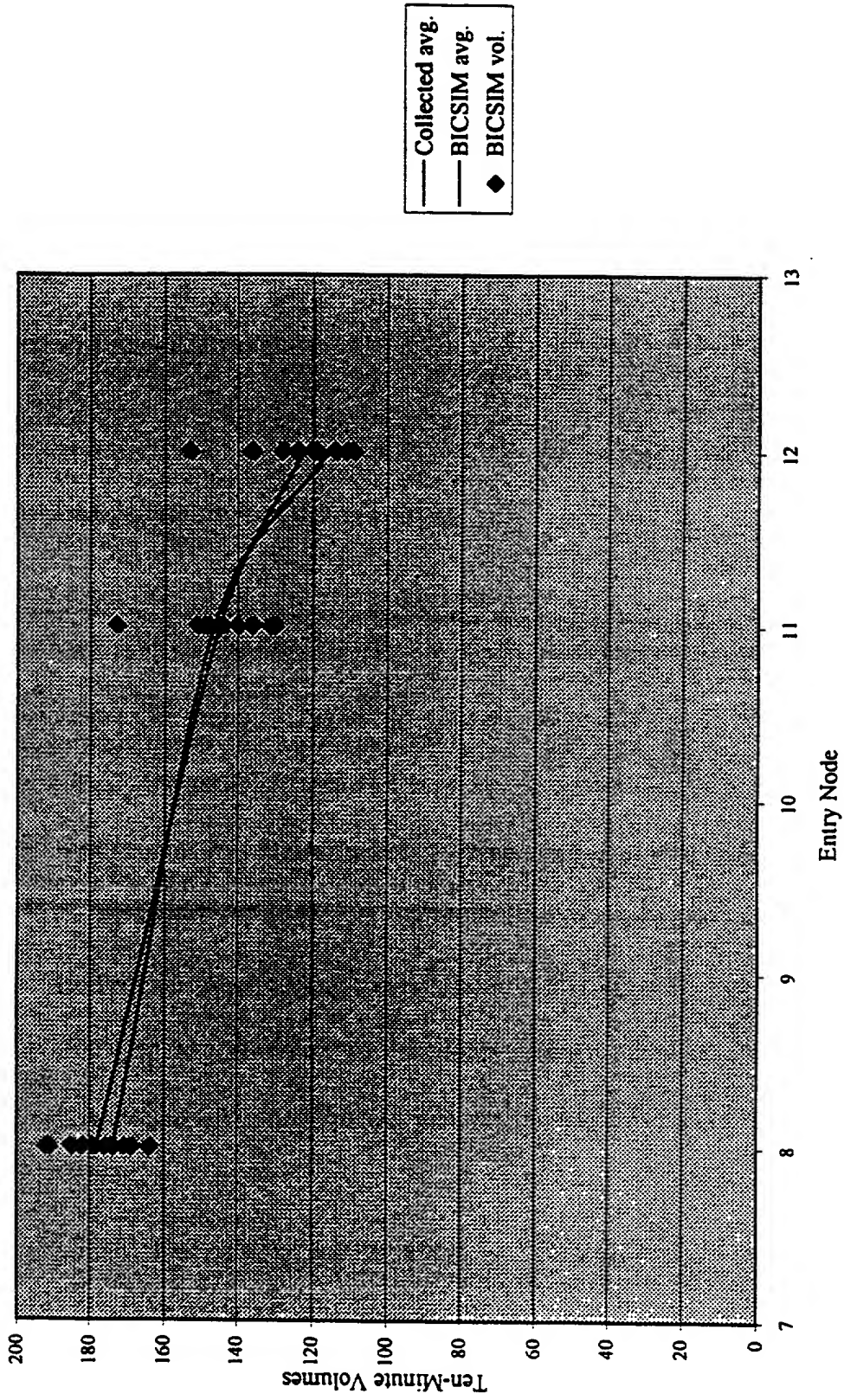


Fig. 25

TABLE 1

		Major Road						Minor Road					
		Right			Left			Thru			Right		
		S	M		S	M		S	M		S	M	
		2.5	2		x	x		x	x		3	2	
In Bike Coming From	Adjacent				x	x		x	x		x	x	
	Left	x	x		x	x		x	x		4	3	
	Right	x	x		x	x		x	x		x	x	
	Oppose	x	x		4.5	4		x	x		x	x	
In MV Coming From	Left	x	x		x	x		x	x		6	5	
	Right	x	x		x	x		x	x		x	x	
	Oppose	x	x		6.5	6		x	x		x	x	

S=stopped

M=moving

TABLE 2

		Major Road						Minor Road					
		Right			Left			Thru			Right		
		S	M		S	M		S	M		S	M	
In Bike Coming From	Left	x	x		x	x		x	x		5	3	
	Right	x	x		x	x		x	x		x	x	
	Oppose	x	x		6	4		x	x		x	x	
In MV Coming From	Left	x	x		x	x		x	x		7	5	
	Right	x	x		x	x		x	x		x	x	
	Oppose	x	x		8	6		x	x		x	x	

S=stopped

M=moving

TABLE 3

	Parking	Leaving
1	3.72	2.38
2	3.99	2.33
3	3.17	2.74
4	2.96	5.07
5	4.88	3.26
6	3.76	6.21
7	2.91	8.51
8	2.59	3.42
9	6.95	3.65
10	4.58	3.72
11	2.94	3.94
12	6.18	5.51
13	8.94	3.6
14	4.05	6.37
15	2.69	5.38
Average:	4.287333	4.406
Average for both:		4.346667

Collected on Main Street, Newark, DE, July 10, 1997



TABLE 4

Node #	Buslines	Name	Headw.	Name	Headw.	Name	Headw.	Name	Headw.	Name	Headw.	Name	Headw.
1	3	33	1800	UD(T/T)	1200	UD(E1)	2400						
2													
3	2	UD(P/S)	2400	UD(S)	600/1200**								
4													
5													
6	5	302	12000	6	1800	UD(L)	780/1500*	UD(E1)	2400	UD(E2)	2100		
7													
8	4	33	1800	34	3000	6	1800	UD(E2)	2100				
9	1	UD(P/S)	2400										
10													
11	6	33	1800	UD(T/T)	1200	UD(P/S)	2400	UD(L)	780/1500*	UD(E1)	2400	UD(E2)	2100
12	2	33	1800	6	1800								
13													

Notes: (1) Headways are in seconds.

(2) Headways for non-UD buses are approximate.

\* changes at 2:15 pm

\*\*changes at 2:04 pm